

TWO-FARE TRICK OUTRAGES, SAYS THE COMPTROLLER

Mr. Metz Declares the Robberies Committed by the B. R. T. Will Drive the City Into Municipal Operation of Street Railways.

Five-Cent Fare League.

The Brooklyn Rapid Transit Company assumes the right to charge 10 cents for the trip to Coney Island—the lungs of New York—the hold-up for the extra nickel being made at Kings Highway.

The company HAS NO ESTABLISHED RIGHT to collect this extra fare, and the courts HAVE NOT passed finally upon this question. Now is the time to protest against the exaction. Join the FIVE-CENT FARE LEAGUE. Sign your name to this blank and mail it to the Five-Cent Fare League, Room 49, Pulitzer Building, New York City.

To the Editor of The Evening World:

I desire to enroll myself as a member of the FIVE-CENT FARE LEAGUE to protest against the Brooklyn Rapid Transit Company's and allied lines' illegal exaction of an extra five-cent fare to Coney Island.

Name.....
Address.....

Comptroller Herman A. Metz leans away from municipal ownership of public utilities where private corporations can show their ability to more cheaply serve the people than the people could serve themselves.

But Mr. Metz does not entertain any private ownership delusions in relation to the streets of Brooklyn and their traversing by the surface and elevated railway lines of the Brooklyn Rapid Transit Company.

"This outrageous double-fare trick of the Brooklyn trolley companies," said Mr. Metz to-day to a reporter of The Evening World, "is simply driving the city of New York into the municipal operation of its various car lines."

"Oh! It will come, and much sooner than the men who are bringing it about have any idea. The Evening World is striking a five-cent note of logic of its agitation for a five-cent fare from the city to the sea is bringing conservative people into kinship with municipal ownership of the car lines as the only solution."

Mr. Metz declared that he did not propose to be a party to projects for "seaside parks" at such distant points as Far Rockaway or Long Beach, where the carfare was prohibitive to the industrial classes for whom such breathing places were intended.

Wants Seaside Beaches.

"What the city of New York wants is 'seaside beaches' rather than 'seaside parks,'" he continued. "Right here I want to say that there are plenty of these beaches at Sea Gate, where the people should be taken for five cents, because it is bound to come—legislation is going to step in and prevent further capitalization against the public of favors granted by the public."

The Brooklyn Rapid Transit Company appears to be capitalized solely on its earning power. Jam the people into the cars and then water the stock, appears to be the ruling passion with the management. The Evening World is altogether justified in putting on the screws, and I do hope this newspaper will pound away until there is a general backdown by the companies which have the barefaced effrontery to build a fence around the only bit of seashore available to the masses.

A Ray of Hope.

"But there is a ray of hope in the dark sky, and we are getting at it gradually. No more favors to the Brooklyn Rapid Transit Company get from the city so long as I am alive and in a position to act for the public. Let the water out! would be a good motto for the company to follow and foreman conduct, which will not only let the water out, but the company out as well."

"This five-cent fare agitation is more than a good thing. It is a great big, blue, honest thing that should be aided by every public-spirited man, woman and child in the city. The something-for-nothing days are over."

Just because the stretch of sand upon which cluster some pleasures for the people happens to be a place which in the last few years has been made by steam railroad is no argument for a double fare by electric railway. It won't hold water, although a head, making the claim have a great capacity in that direction."

HALIFAX, AT
10 TO 1. BEATS
WORLD'S RECORD

(Continued from First Page)

place and stayed there, finishing four lengths in front of Kilgus.

Red River a Repeater.

Red River went to the front soon after the start of the Zephyr, made all the running and won by a length and a half. But Masterman and Sewell raced in close order all the way, the latter getting the place by a head. Philander, plumed from a killing, was just outside the money.

Halifax Easy Winner.

Ormondale went to the front in the first stakes and forced a hot pace, followed by Brooklyn Nymph and Halifax. They ran in this order to the stretch, where Halifax came through and under the last, won easily by five and a half lengths from Ormondale, who beat Brooklyn Nymph three lengths.

Fancy Bird in a Drive.

Fancy Bird and Stimulant raced head and head to the stretch, followed by Mary Morris. In the stretch there was a general closing up. Fancy Bird won in a drive by a head from Stimulant, who beat Mary Morris a head.

Maxnar Had the Speed.

Maxnar had plenty of speed to-day, went to the front early and stayed there winning in a drive by a length and a half from Miss Crawford, who closed strong and beat Aggie five lengths for the place.

IVINS'S REPORT ON WOODBURY IS REJECTED

Majority of Aldermanic Investigators Refuse to Vote for Removal.

Although William M. Ivins, special attorney for the Aldermanic Committee which investigated Commissioner John McGaw Woodbury and the Street Cleaning Department, to-day submitted a report recommending the removal of the Commissioner from office, three of the five members voted to reject it. Alderman Grifenhagen, Chairman of the Committee, and Alderman Brown voted for the Ivins report. Brown is a Republican and Grifenhagen is a Republican with a Hearst party endorsement.

Alderman Dowling, the only Tammany member of the committee, Alderman Thomas J. Mulligan, Municipal Ownership League, and Alderman Downing, Republican, of Brooklyn, voted to reject the report, so that it became merely the views of the minority.

Alderman Dowling says he was not consulted by the other members of the committee in the framing of their report. He has submitted to the Board of Aldermen a minority report making several recommendations. The most important of these recommendations are:

The appointment of deputy commissioners for the Bronx and Brooklyn. The abolishment of the court of appeals in the department which has to do with the appeals of employees who are fined.

He also recommends that the question of know-reveal be considered by the Board of Estimate in the future.

When his recommendations were rejected by a majority of the committee Mr. Ivins left the committee room in disgust.

The reports of Mr. Ivins and Alderman Dowling were submitted to the Board of Aldermen at its meeting to-day.

Alderman Ivins, the Republican leader of the Board of Aldermen, said that he favored the Ivins report and saw no reason why it should not be adopted. He intimated that he would do his best to have the Ivins report adopted at the next meeting of the board.

Commissioner Woodbury, it was stated at his office, was in Connecticut inspecting incinerating plants there and would not be back to-day.

The Ivins Report.

The report as drafted by William M. Ivins contains twenty-two recommendations. The chief ones follow:

That Commissioner Woodbury be removed from office for incompetence, inefficiency, favoritism, neglect of duty, waste and extravagance and violation of the provisions of the city charter.

That the Street Cleaning Department be reorganized under a new and competent Commissioner, and that a deputy commissioner be appointed for the Borough of Brooklyn.

That the Mayor require the Commissioner of Street Cleaning to adopt a new and proper system of accounting.

That the system of trials of subordinate officers of the department for offenses against its rules be amended so that fines may be imposed only after trials.

That the Commissioner be required to comply with the provisions of the city charter in regard to the purchase of supplies in items exceeding \$1,000.

That the present system of snow removal be abandoned and that contracts be let on the basis of actual removal of snow.

That immediate steps be taken to put the city in a position where it shall not be dependent upon the Brooklyn Rapid Transit after the present contract for final disposition in Brooklyn.

That no picking or culling of rubbish be done by the Department of Street Cleaning or the Bronx or at the receiving stations in Brooklyn.

Tammany's View of It.

The report, submitted by Alderman Dowling and also signed by Alderman Mulligan, said:

"We find that although before the beginning of our investigation many reports were in circulation in the public press and elsewhere reflecting on the personal integrity, not only of the Commissioner, but also of the Mayor, John McGaw Woodbury, but also of various of his subordinates, that the evidence taken by us shows no justification whatever for any such reports. On the contrary, we find them to be wholly without foundation or excuse."

"Our conclusion on this whole matter is that under its present head the business of the Department of Street Cleaning has been administered honestly and in the main efficiently and economically."

Alderman Downing, in his individual report, criticized the American Railway Union for its refusal to accept the removal of rubbish and ashes in the Borough of Brooklyn.

After the reports were submitted to the Board of Aldermen they were allowed to go over a week without action.

EVENING WORLD'S RACING CHART

June 26. Fifth Day at Sheepshead Bay. Track Fast.

185 FIRST RACE—\$1,000 added; handicap; three-year-olds and up; six and one-half furlongs, main course. Start good. Won easily. Time—1:18 2/5. Winner, B. C. by Hambleton, Jr. Owner—J. P. Wadsworth.

Index. Starters. Wts. 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